inside seven
CALTRANS IMPROVES MOBILITY ACROSS CALIFORNIA

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Caltrans

Inside Seven - a District 7 Edition of the ***CT News***

CALTRANS HELPS SCIENTISTS / SPONSORS LAUNCH NEW NETWORK TO STUDY EARTHQUAKES

By Margie Tiritilli

Two days after July 4, a "firecracker" of a system geared to earth movement associated with earthquakes was unveiled by top scientists and major sponsors of the Southern California Integrated Global Positioning System (GPS) Network known as SCIGN.

An unusual partner in this ongoing endeavor just happens to be the California Department of Transportation. The reason for district 7's involvement is a stretch along the east side of the Glendale Freeway near the Mayor's Bicentennial Park in the Verdugo Canyon of Glendale. Also known as Route 2, it is the "first" freeway in the world to be equipped with earthquake monitoring devices that one day may be able to serve as an advanced warning system in earthquake prediction.

It is at this location that one of the GPS satellite antennas is installed. The little GPS "space-oriented alien" has a dome head mounted on spindly legs. Its partner, a Laser Strainmeter, is currently under construction a few feet away. When the latter is completed possibly this December, the two instruments will work together to measure earth movement.

Doug Failing, Chief Deputy, district 7, represented the Department at the unveiling. He said, "The importance of the GPS Network to earthquake research is that it has the potential to provide significant insight that could one day lead to what Californians and others

continued on page 2

Crews work on the final installation of what looks more like a "space alien" on the Glendale (2) Freeway near Downtown, but this technologically-advanced GPS satellite antenna and its companion Laser Strainmeter, play key roles in measuring the earth's movement to help predict earthquakes by feeding information to the Scripps Institution of Oceanography at UCSD.

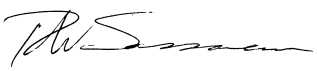
The Director's Chair

I would like to keep all employees continually updated and informed on the progress of our exciting, new District Office Building (DOB). There is a lot that has happened since the last newsletter. Over one weekend alone, some 500 employees were relocated out of the DOB to off-site facilities. Some are now telecommuting, some have brand new quarters on Wilshire Boulevard and others are working out of Maintenance stations as well as other various state-owned buildings. We are also expediting the 801 South Grand location where some 400 employees will be relocated beginning in early October with a move-in by mid-November. It is being equipped with modular-type furniture and space planning is under way. As nice as these accommodations are, they are temporary and in less than three years from now, in the Spring of 2004, our new building is slated for completion. All employees will then be relocated back together into our new building, which we will occupy with the City of Los Angeles Department of Transportation (LADOT). Plans for the new facility continue and three architect finalists are still feverishly working on the design competition. The jury for the competition will be held in early November with selection soon thereafter. Groundbreaking should be under way in early 2002.

Although many changes are occurring here, I am confident our employees are adapting to the changes. Before we know it, we will be in our new, state-of-the-art facility. As I said to someone recently about how long three years is, I explained that people who have children can especially understand how fast they became three-year-olds — that is just how fast time flies. And our new building will be here before we know it.

In the meantime, staff in the DOB are now on the 4/10/40 schedule working ten hours per day, four days per week, except for some essential-service positions. This new schedule will help to accelerate the building repairs, particularly the electrical portion, by having one extra day for the contractor's personnel to complete their work. We originally anticipated this work would take until early 2002, but is now slated to finish about December 1. At the time of completion, personnel on the 4/10/40 schedule will then change back to a normal 5-day-per-week, 8-hour-per-day schedule, or to their previous work schedule. I appreciate all the many sacrifices employees have made to adjust to this new system. Having previously worked the 4/10/40 schedule myself, I realize the adjustments that everyone is making. And I want to thank all employees for your cooperation in making those adjustments by changing your working hours, moving to a new facility or telecommuting, and the interest that you have shown in our exciting new facility.

In the meantime, project delivery must still be concentrated on. Program and Project Management has been working closely with all functional units to help facilitate delivery items. It is important to keep on track as much as possible. We are the number one district in project delivery and I know there is much pride that goes with it. Thank you all again for your cooperation and hard work. And good luck to all of you, wherever you are located, until we are reunited again in our brand new building. •



ROBERT W. SASSAMAN
District Director

Earthquake Study

continued from page 1

in earthquake areas have been hoping for — the development of a system that would make the unpredictable, predictable — so residents could prepare in advance of a major earthquake."

The work of SCIGN, its sponsors, Scripps Institution of Oceanography at the University of California at San Diego (UCSD), the University of California at Berkeley and other engineering concerns have already played key roles in helping the Department to strengthen its freeway structures. This became evident when the 6.7 Northridge Earthquake struck in 1994. Because of the ongoing work of these dedicated scientists and continued development of earthquake-related technology, not one major freeway structure collapsed in Los Angeles County that had previously undergone seismic retrofit work. All 114 of these retrofitted structures withstood the powerful shaker.

Failing said, "The seven that did collapse were the result of seismic retrofit work not being complete or yet under way at the time. That alone validated the work of the scientific community and its sponsors. That's quite an achievement when one considers the height of these structures and the weight placed on the supporting columns."

During 2000, the Department completed seismic retrofit work on the Arroyo Seco Bridge on the Ventura Freeway/134 in Pasadena and the La Canada Arch Bridge, Slide Canyon Bridge and Woodwardia Canyon Bridge on the Glendale Freeway. This marked the completion of Phases 1 and 11 of the district 7 Seismic Retrofit Program. As a result of the work, a total of 671 bridges were retrofitted in Los Angeles and Ventura Counties at a cost of $1 billion.

In May, 2000, seismic retrofit work also completed on the Vincent Thomas Bridge over the Los Angeles Harbor at a cost of $26 million. Caltrans engineers determined that seismic strengthening was necessary for the bridge to withstand a maximum 7.25 magnitude earthquake on the Palos Verdes Fault.

continued on page 5

New District 7 Headquarters

By Patricia Reid

"We're very enthused about building a really significant new structure to occupy the full block bounded by 1st, Main, 2nd and Los Angeles Streets that will help revitalize Downtown Los Angeles," said Caltrans Deputy District Director Bob Dennis. He said the $140-million District 7 headquarters will be a building of architectural significance like other high-profile projects, including the Walt Disney Concert Hall and Our Lady of the Angels Cathedral. "The State of California seeks to create public architecture and art of the highest level of achievement," California Business, Transportation and Housing Secretary Maria Contreras-Sweet said recently.

Secretary Contreras-Sweet is very involved with planning for the new headquarters and she co-chairs the panel that will select an architect to design/build the state-of-the-art building. Richard Koshalek, president of Art Center College of Design in Pasadena and former director of The Museum of Contemporary Art, Los Angeles (MOCA), is also a co-chairman.

The emphasis on innovative and environmentally sensitive design resulted in the selection of three architects not normally associated with designing government buildings. The finalists are internationally renowned architects from Los Angeles, the Netherlands and Spain. A recent *Los Angeles Times* article quoted business tycoon Eli Broad saying, "The Governor wants this building to be an important piece of architecture rather than just another office building. The city needs more world-class architecture. I'm hopeful this will set up a pattern for other major public buildings."

On October 12 the architects will submit proposals for the new, 600,000-plus square foot building. The finalists include teams with a developer and an executive architect to carry out the designs. The judges will review the proposals and one of the three teams will be selected to design the new building. The project will be built using the "design/build" process in which the State Department of General Services contracts with a single combined team of architects, engineers and builders to design and construct the project.

Employees relocating to 1000 Wilshire Boulevard (inset) are greeted by the Executive Team at their recent "welcoming" and open-house celebration.

"We know the exterior will be world-class and we're pushing for the interior to be world class as well," Dennis said. "There are millions of solutions for designing the new building — the challenge is to make sure we get the best." He said the new building will have modular furniture to maximize the opportunity for employees to interact and it will make use of natural light and operate very efficiently. He said Los Angeles Department of Transportation (LADOT) employees would also occupy the new building.

"I've battled long and hard to have a childcare center for Caltrans employees included," Dennis said. The new building would also feature a Caltrans Library-Museum where some of the decorative, bronze plaques from the front facade of the current headquarters will be displayed along with other District 7 memorabilia. He said he also hopes the Art Deco, glass lobby doors can be saved to become the entrance doors to the new Library-Museum.

Dennis is also enthused that the cafeteria will have lobby access for the general public and other amenities including the new Heliport and retail shops. He said the City of Los Angeles is in the process of purchasing properties on First Street. The City plans to demolish them and will exchange the land where they were located for the current District 7 headquarters property. The City plans to convert the current District 7 site into a public park.

Dennis said there's strong interest in landscaping the grounds for the new building to be compatible with the park concept and so it will look good from Los Angeles City Hall, the New Otani and Saint Vibiana's Cathderal. The California Department of Transportation and the Department of General Services, under the direction of Secretary Aileen Adams of the State and Consumer Services Agency, have contracted with A.C. Martin of Los Angeles to help manage the project. Construction on the new building is expected to begin early next year with excavation work at the south end of the Main Street Lot.

Dennis encouraged employees to check out the new building web site on the District 7 Intranet that provides frequent updates and detailed information about the project schedule.

In mid-2004, approximately 1,600 District 7 employees that will be working in the current District 7 Headquarters, Metropolitan Water District, 1000 Wilshire Building and the old Chase/Manhattan Bank site at 8th and Grand will relocate to the new District 7 headquarters. •

Arroyo Seco Parkway Vies For Federal Scenic Byways Status

A Possible "Gateway" to a Future National Park

By Jeanne Bonfilio

In 1991, the federal government's Intermodal Surface Transportation Efficiency Act created a new Scenic Byways Program — a federal effort to promote scenic roads in America. A nationally-designated scenic byway helps to provide economic development through tourism, as the road is promoted by the federal government. For a road to qualify as a scenic byway, it must fulfill certain criteria – the road must have scenic, natural, historical, cultural, recreational or archaeological significance. The Arroyo Seco Parkway (Pasadena 110 Freeway) near Downtown Los Angeles, significant in several categories, was found to be an eligible road for application to the federal Scenic Byways Program.

The Arroyo Seco Parkway was the first grade-separated, limited-access, high-speed divided road in the urban western United States. And it was the initial stretch of road for what would become the world-renowned Los Angeles metropolitan area freeway system. Built in three major stages from 1938 to 1953, the 8.2-mile Parkway was envisioned both as a scenic pleasure road and a vital traffic artery linking the growing cities of Pasadena and Los Angeles. It paved the way for more than 4,000 miles of California freeways that have come after it and was a prototype for urban freeways throughout the United States and the rest of the world. The Parkway qualified for the National Register of Historic Places in 1983. And an eligible National Register Road may qualify for funding as a scenic byway.

In 1992, Senator Richard Polanco (then Assemblyman) wanted to improve the appearance and enhance the safety of the Parkway in and near Los Angeles. The roadway was approaching its capacity to handle traffic and widening was not possible because there was no available right of way. Subsequently Assembly Bill (AB27) designated the highway as the Historic Arroyo Seco Parkway, giving it an official state historical designation. A task force was then formed involving Caltrans, other local agencies and citizens groups to find ways to make improvements, enhance safety and provide new signage befitting its new status, as a first step. A Transportation Enhancement Activities (TEA) grant was subsequently received to install new signage on the Parkway.

Four members of the Arroyo Seco Parkway Scenic Byways team pose with the Arroyo Seco Parkway (Pasadena 110 Freeway) in the background. *Left to right: Arthur Golding, American Institute of Architects; Bill Nagle, Caltrans Landscape Architect; Cara McLane, Mountains Recreation and Conservation Authority; and Tim Brick, Arroyo Seco Foundation.*

Documentation of the Parkway was needed to determine its original features and develop ways to re-create its historical appearance. Tony V. Harris, Chief Deputy Director and former District 7 Director, invited the Historic American Engineering Record (HAER) to document the Parkway as part of its long-range program that records historically-significant engineering, industrial and maritime sites in the United States for the Library of Congress. The program is administered by the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Division of the National Park Service, United States Department of the Interior. Findings were presented on August 12, 1999 at the California State Office Building in Downtown Los Angeles. Shortly thereafter the American Society of Civil Engineers (ASCE) designated the Parkway a National Historic Civil Engineering Landmark. "The ACSE bronze plaque, along with the HAER drawings and copies of the original photos of the Parkway, will soon be on display in the Caltrans District Office Building (DOB) lobby," said Bill Nagle, Landscape Architect with the Division of Environmental Planning. "And they may become part of a Caltrans museum planned for the brand new DOB in the near future."

A Landscape Framework Plan for the Arroyo Seco Parkway Corridor was then prepared by a team of Cal Poly Pomona 606 Landscape Architecture graduate students under the direction of the Environmental Planning Division. Among the team's recommendations are intermodal linkages providing usage and ease of transfer between auto, bus, light-rail, bicycle, trolley and trail users. This will increase transportation choices for corridor residents, reduce demand on the historic Parkway and stimulate a much needed economic investment in a historically and aesthetically-significant area. Also recommended are landscape

continued on page 6

Earthquake Study

continued from page 2

History of the Department's Seismic Retrofit Work

After the 6.4 Sylmar Earthquake of 1971, Caltrans engineers began evaluating every freeway structure in the state. In 1989, a 7.1 earthquake struck Oakland and became known as the Loma Prieta quake. From this, a comprehensive plan was developed to identify and retrofit all susceptible bridges in the state. In all, 2,370 overpasses and bridges were retrofitted statewide.

There are nearly 12,000 bridges in the California State Highway System plus an additional 11,500 city and county bridges. In Los Angeles and Ventura Counties, there are 2,566 freeway and highway bridges. Each bridge is inspected at least every two years by the Department's Office of Structures.

Because the 1971 Sylmar Earthquake severely damaged the Golden State Freeway/I-5 overpass at the San Diego Freeway/I-405 and other roadways, the Department aggressively sought-out the latest seismic technology and advice from the scientific community, universities and engineering experts in the field.

Prior to 1971, no urban area in California had the extensive freeway/overpass system it has today; nor had such a built-up area experienced a major earthquake, although a 7.8 magnitude did occur in the Tehachapi-Bakersfield area in 1952. As a result, the Department had nothing to compare its then technique to until Sylmar. From the lessons of Sylmar on forward, seismic retrofit work on freeway structures became one of the top priorities of the Department.

Criteria Used

The Department's approach to performing seismic retrofit work begins with using a computerized model to estimate the maximum amount of force a structure might be subjected to in an earthquake based on soil type, original design and proximity to a fault line. This then determines which retrofitting strategies to use for a particular bridge such as restraining cables, steel jackets or enlarging bridge footings.

TriNet

Another network of importance to the Department is the TriNet seismographs which provide earthquake shaking data such as magnitude, location, etc. This in turn, "feeds" the media and the Caltech/U. S. Geological Survey (USGS) CUBE System that's housed in district 7's Transportation Management Center. TriNet and the Southern California Seismic Network is a cooperative project of the USGS, the Caltech Seismological Laboratory and the California State Division of Mines & Geology. The Mission of this program is to create a better, more effective real-time earthquake information system for Southern California. The products and data this system provides is critical to an immediate, efficient and effective Caltrans response to significant seismic events.

Caltrans' Doug Failing, right, confers with Dr. Kenneth Hudnut, SCIGN Chairman, at the recent GPS unveilling ceremony at the Glendale Civic Auditorium.

Southern California Integrated GPS Network/SCIGN

The recipients of SCIGN's research include surveying and civil engineering communities of which Caltrans is a part, as well as having a vital interest in sharing ongoing research for future freeway structural application. The benefits of SCIGN's work are improved earthquake risk assessment and damage potential, improved building codes and structure design, and the general advancement of Earth Sciences (ripple effect and new technologies.)

Currently, SCIGN has a network of 250 continuously operating GPS stations in Southern California and Baja, California/Mexico. The SCIGN stations receive radio signals from a constellation of GPS navigation satellites overhead. Scientists use this data to observe motion on active faults, and to better assess earthquake hazards.

The SCIGN stations are concentrated in the Los Angeles region because this densely populated area has a large seismic hazard and little was known about deformation in the region before SCIGN. Motion of the Pacific Plate past the North American Plate in Southern California is shearing the entire region and causing the Los Angeles Basin to be compressed in a north-south direction. SCIGN data provide a new and more precise look at this motion.

GPS is used extensively by scientists, surveyors, mariners, pilots and hikers to locate positions from a fraction of an inch to several hundred feet. In earthquake

continued on page 6

Earthquake Study

continued from page 5

research, positions must be determined to within a fraction of an inch. This is achieved by using specialized equipment and sophisticated mathematical techniques implemented on computers.

Laser Strainmeter

The second instrument along the Glendale Freeway — the Laser Strainmeter — is for the purpose of measuring strain, that is — how much stretching or compressing of the Earth is taking place. This includes the changes found in rocks due to stress. When these stresses become large enough, the shallower part of the fault slips suddenly which produces an earthquake. The strainmeter can measure all these changes, providing information on the build-up of stresses and their release in earthquakes.

The "laser" part of the name is because the instrument uses a laser beam in an interferometer to make measurements. An interferometer measures changes in distance using light waves. A laser sends out one beam of light which is made into two with a splitter. Each beam goes to a mirror — one mirror is next to the laser and the other is some distance away. The beams reflect back and recombine (interfere), and the combined beam goes to a detector. If the light waves in the two beams are matched, the detector sees light. But if the more distant mirror moves by 1/4 wave-length of light (6 millionths of an inch), then when the beams recombine, they cancel out and the detector sees no light. Counting the transitions from light to dark, and dark to light, scientists are able to follow any changes in the distance to the moving mirror.

The Route 2 strainmeter is being installed in two vaults attached to bedrock. These containers, set 2,000 feet apart, will be connected together by a six-inch diameter vacuum pipe supported some 18 inches above ground. A laser beam will travel back and forth inside the vacuum pipe to precisely measure the distance between the instruments. The device has been designed to continuously record minute ground deformations associated with tectonic activity — an important element in the overall SCIGN program to measure the continuous crustal motion that occurs between earthquakes and the sudden ground shifts caused by earthquakes.

"The strainmeter is so sensitive that if we were to take the L. A. Basin and squeeze it over its entire breadth by no thicker than a human hair, the change would be easily detected," said Dr. Frank Wyatt, Scripps Institution of Oceanography at UCSD.

The Glendale Freeway was selected for this project because it met certain site criteria. That is — the geology of the area is bedrock; it's near the active Verdugo Fault; is in an urban setting of high density structures and population; the site is oriented north/south; and utilities are available for necessary electrical and telephone connections.

Two other Laser Strainmeter sites are located at Pinyon Flat south of Palm Springs and Durmid Hill on the eastern side of the Salton Sea close to the San Andreas Fault. In addition to Route 2, another one is under construction at Yucca Mountain in Nevada. Scripps Institution of Oceanography at UCSD is responsible for their operation.

Ralph Ricketson, Senior Transportation Surveyor and Office Manager for district 7 Surveys said, "As partners with the scientific community, the California Department of Transportation provided design work, logistics, utility connections, vehicular traffic data and protective K-rail for the seismic research." In addition, "The Department issued Encroachment Permits to allow researchers to enter state right-of-way in order to construct and operate the scientific instruments."

Behind the scenes of the operation making sure all the Caltrans field elements came together for the unveiling, were Dan Sanchez, Maintenance Superintendent, Altadena Road Crew and his staff: Tom Cowan, Robert Powers, Steve Wells, Ed Perez, Larry Tiede, Frank Gonzales, Kevin Henderson, Ken Silacci and Paul Jackson.

Richard Stewart, Chief, Surveys North and William Stewart, Chief, Surveys South provided van drivers to take event attendees to the Route 2 site. Surveys personnel doing the honors were Ben Mahia, Dennis Charles, Steve Sabouk and Jerry Wahl.

When the Laser Strainmeter work completes, the Route 2 site will serve as a field laboratory for scientists from around the world and others interested in the study of earth movement. The instrument is expected to remain in operation for up to 15 years.

The GPS unveiling event was held July 2 at the Glendale Civic Auditorium. Distinguished speakers from the scientific community included Dr. Ghassem Asrar, NASA, Dr. Edward Stone, W. M. Keck Foundation/Caltech, Dr. Margaret Leinen, National Science Foundation, Dr. John Filson and Dr. Lucy Jones, U.S. Geological Survey, Dr. Thomas Jordan and Dr.Tom Henyey, USC/Southern California Earthquake Center, Dr. Frank Webb, Jet Propulsion Laboratory, Dr. Yehuda Bock, Scripps/UCSD and Don Donofrio, California Spatial Reference Center. Others included Ed Bortugno, Governor's Office of Emergency Services in California, Bill Young, League of California Surveying Organizations, Cecilia Whitaker, Metropolitan Water District and Marti Ikehara, National Geodetic Survey.

Dr. Kenneth Hudnut, SCIGN Chairman defined the major objectives of SCIGN and used a series of slides, animations and video clips in his presentation. District 7's Graphic Arts staff, Steve Devorkin, shot and produced the video which included a segment from Scripps/UCSD. Marc Wong was responsible for the animation. Duncan McIntosh, Chief of the unit designed earthquake maps and oversaw the film production for the event.

Under the umbrella of the Southern California Earthquake Center, the parent of SCIGN, participating scientific organizations were responsible for designing SCIGN and serve as managers of the Network. The U. S. Geological Survey, NASA's Jet Propulsion Laboratory and the Scripps Institution of Oceanography at UCSD are the main participants in SCIGN. Funding for SCIGN is provided by the W. M. Keck Foundation, the National Science Foundation, National Aeronautics and Space Administration and the U. S. Geological Survey.

Caltrans thanks Dr. Kenneth Hudnut, USGS/Caltech and Dr. Frank Wyatt, Scripps Institution of Oceanography at UCSD for providing material used in this article. •

Arroyo Seco

continued from page 4

improvements, development of parks and park connections, scenic bikeways, preservation of scenic views and easements and ideas for making the roadway and those areas adjacent to the roadway, more park-like — including a contiguous biking/hiking link from the Pasadena/Altadena area to Downtown Los Angeles.

"Cal Poly Pomona students gave us the concepts for multi-modal linkages," said Dr. Diane Kane, Caltrans Architectural Historian. The District adopted their ideas and then applied for and received a $240,000 Community Based Transportation Planning Grant – the only one the District received from Sacramento. "Only a handful of these grants were awarded throughout the state," Kane added. "We are very proud of the hard work done by the Caltrans Environmental Planning Division, as well as our partners: the Metropolitan Transportation Authority and the City of Los Angeles Department of Transportation."

Kane then began making calls to Washington, D. C., inquiring about federal Scenic Byway Program status for the Arroyo Seco Parkway, thus putting new wheels in motion. Dennis Cadd, Caltrans Landscape Architect in Sacramento and the state's Scenic Byways Coordinator, was invited to Los Angeles for additional guidance and support. Cadd was impressed with the efforts of District 7's staff. He reviewed and ranked all statewide scenic byways grant applications last summer. "The Arroyo Seco Parkway Scenic Byway Program application was ranked number one in the state, putting it first in line for funding for the Corridor Management Plan," said Kane. "A Corridor Management Plan is a list of projects with an implementation plan."

In addition, through a "watershed" or drainage area study recently conducted, it was discovered that it is feasible to remove the existing concrete flood control channel to naturalize and restore hydrological and ecological functions to the Arroyo Seco channel. Additional state monies have been received to continue technical studies, which will become part of the Corridor Management Plan. If the Plan is approved, hopefully within a year, the historic Parkway could be named a National Scenic Byway, making federal funds available to make the recommended improvements. The ultimate goal is to create a National Heritage Area, or the equivalent of a national park. "The Arroyo Seco Parkway would then become the 'gateway' to this future national park," said Kane.

The Arroyo Seco Parkway marked an important transitional moment in the history of American freeway engineering and transportation. It is only the second federal scenic byway project in the state, the first one being Pacific Coast Highway (1) through Big Sur in Northern California. To date, the grant team in Environmental Planning has garnered over $1 million in grant funding for planning and improvement efforts for the historic Arroyo Seco Parkway.

Kane and Nagle wish to thank the following from Caltrans who they said were instrumental in the success of the ongoing Arroyo Seco Parkway effort: Robert W. Sassaman, District 7 Director; Doug Failing, Chief Deputy District Director; Ron Kosinski, Deputy District Director for Environmental Planning; and Frank Quon, Deputy District Director for Operations. In addition the two extend their appreciation to three former District 7 employees for their inspiration and guidance at the project's inception. "Special thanks to Chief Deputy Director Tony V. Harris; former Deputy District Director for Operations, Chuck O'Connell; and former District Traffic Engineer, Larry Louden," added Kane, "for their vision and foresight and for spearheading this monumental effort. Without them, we would not be where were are today with this important project."

Caltrans acknowledges the following for their partnership in the Arroyo Seco Scenic Byways effort: Northeast Trees, the Highland Park Heritage Trust, the National Trust for Historic Preservation; the Mountains Recreation and Conservation Authority and the Arroyo Seco Foundation.

To garner community support for the National Heritage Area effort making the Arroyo Seco Parkway a "gateway" to a future national park, Caltrans is partnering with several community groups for a future day-long celebration that would include a bike ride on the beautiful and historical Arroyo Seco Parkway on October 6, 2002. Details will be forthcoming.

Caltrans thanks Dr. Diane Kane and Bill Nagle for providing material used in this article. •

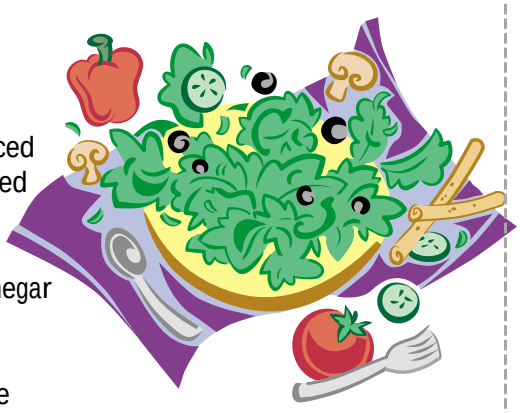
Dr. Diane Kane and additional members of the Arroyo Seco Parkway Scenic Byways team at the Los Angeles River Center fountain near the Arroyo Seco Parkway. *Left to right: Scott Wilson, President, Northeast Trees; Nicole Possert, President, Highland Park Heritage Trust; Lynne Dwyer, Executive Director, Northeast Trees; Dr. Diane Kane, Caltrans Architectural Historian; Nishith Dhandha (rear) Design Associate, Northeast Trees; Eileen Takata, Project Manager, Northeast Trees; and Dan Marriott, Director, National Trust for Historic Preservation.*

What's Cookin' At Caltrans

FAMOUS BROWN DERBY COBB SALAD

From *Thirty Years of Recipe Requests*

1 chicken breast cooked, boned, skinned, diced
1/2 head each iceberg and Romaine lettuce
1/2 bunch watercress
1 small bunch curly endive
1 Tablespoon minced chives
6 strips cooked and diced bacon
1 avocado, peeled and diced
3 hard cooked eggs, peeled and diced
1/2 cup Roqueford cheese, crumbled



Special French Dressing

1/4 cup ea. water and red wine vinegar
1/2 teaspoon ea. sugar, salt, pepper
1-1/2 teaspoons lemon juice
1/2 teaspoon Worcestershire sauce
3/4 teaspoon dry mustard
1/2 glove garlic, minced
1/4 cup olive oil
3/4 cup vegetable oil

Chop lettuce, watercress, endive and Romaine in very fine pieces. Place in large, wide bowl. Arrange chives, tomatoes, chicken, bacon, avocado, eggs and Roqueford cheese in rows over lettuce. At the table, pour Special French Dressing over salad, toss and serve. For dressing: Combine ingredients and chill. Shake well before serving.

inside seven

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